

APPLICATION FOR MAJOR PETROLEUM FACILITY LICENSE

Pursuant to Article 12, Navigation Law AND 6 NYCRR 610; 17 NYCRR 30

COMPLETE IN DUPLICATE
PLEASE PRINT OR TYPE LEGIBLY

PLEASE CHECK APPROPRIATE BOX

☐ Initial☒ Renewal

| | | |
|--|---|--|
| 1. NAME OF COMPANY IBM Corporation | | LICENSE NUMBER 03-1180 |
| 2. ADDRESS OF COMPANY Old Orchard Road | | |
| 3. CITY/STATE/ZIP CODE Armonk, New York 10504 | | COUNTY Westchester |
| 4. NAME OF FACILITY IBM Corporation | | DATE BECAME MAJOR FACILITY 1954 |
| 5. ADDRESS OF FACILITY South Road | | |
| 6. CITY/STATE/ZIP CODE Poughkeepsie, New York 12602 | | COUNTY Dutchess |
| 7. FEDERAL EMPLOYER ID NUMBER 13-0871985 | 8. NAME OF PERSON TO CONTACT AT FACILITY R. M. Spann | 9. FACILITY TELEPHONE NUMBER (914)-432-3537 |

| | | | | |
|---|--|--|--|--|
| 10. MAILING ADDRESS FOR LICENSE CORRESPONDENCE | | <input type="checkbox"/> Company Address | <input checked="" type="checkbox"/> Facility Address | <input type="checkbox"/> Other (Specify below) |
| Attention: Mr. R. M. Spann | | Telephone Number (914) 432-3537 | | |
| NAME IBM Corporation | | | | |
| ADDRESS P.O. Box 950 South Road, B/928, D/771 | | | | |
| CITY/STATE/ZIP CODE Poughkeepsie, New York 12602 | | | | |

| | |
|---|--|
| 11. LEGAL AGENT IN NEW YORK STATE FOR SERVICE OF PROCESS AS FILED WITH THE SECRETARY OF STATE | |
| NAME Joseph P. Kennedy | |
| ADDRESS IBM P.O. Box 950 | |
| CITY/STATE/ZIP CODE Poughkeepsie, New York 12602 | DATE FILED WITH SECRETARY OF STATE 8/84 |

| | | | | | |
|--|--------------------------------------|--------------------------------------|----------------------------------|---|------------------------------------|
| 12. TYPE OF MAJOR FACILITY (Check applicable blocks) | | | | | |
| A. <input type="checkbox"/> Storage Terminal | B. <input type="checkbox"/> Refinery | C. <input type="checkbox"/> Pipeline | D. <input type="checkbox"/> Well | E. <input type="checkbox"/> Drilling Platform | F. <input type="checkbox"/> Vessel |
| C. <input checked="" type="checkbox"/> Other (specify) Industrial User | | | | | |

| | |
|--|---|
| 13. TOTAL STORAGE CAPACITY (see attached instructions) 34,142.9 barrels | 14. AVERAGE DAILY THROUGHPUT (see attached instructions) 118.9 barrels |
|--|---|

| INITIAL APPLICATION ONLY | | |
|---|--------------------------|--|
| APPLICANT, PLEASE CHECK APPROPRIATE BOX FOR QUESTIONS 15 THRU 20 AND ATTACH OR INSERT INFORMATION AS REQUIRED | | |
| Yes | No | |
| 15. <input type="checkbox"/> | <input type="checkbox"/> | Does this facility have a federal spill prevention control and countermeasure (SPCC) plan? If so, please attach a copy. |
| 16. <input type="checkbox"/> | <input type="checkbox"/> | Does this facility have an operations manual on file with the U.S. Coast Guard? If so, please attach a copy. |
| 17. <input type="checkbox"/> | <input type="checkbox"/> | In addition to 15 and 16 above, does this facility have a plan for the prevention of petroleum spills or discharges? If so, please attach a copy. |
| 18. <input type="checkbox"/> | <input type="checkbox"/> | Does this facility have a separate clean-up and removal plan? Please see instructions and attach a copy. |
| 19. <input type="checkbox"/> | <input type="checkbox"/> | Are plan(s) referenced in questions 15 through 18 above fully implemented? If not, indicate anticipated date for complete implementation. _____ DATE _____ |
| 20. <input type="checkbox"/> | <input type="checkbox"/> | Has this facility experienced a spill or an uncontrolled discharge during the past five years? If so, please see instructions. |

CONTINUE ON REVERSE SIDE

328650





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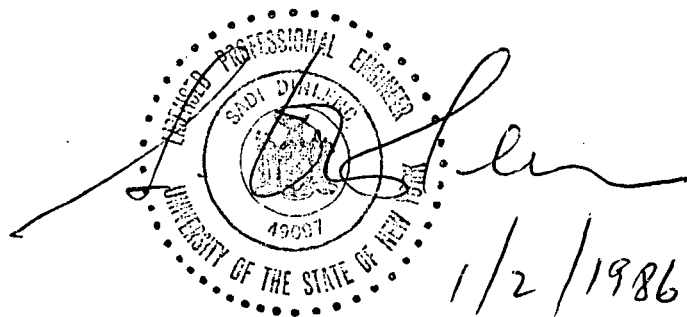
January 2, 1986

Mr. Cesare Manfredi
NYSDEC Region 3
202 Mamaroneck Avenue
White Plains, New York 10601

Subject: IBM Corporation
Poughkeepsie, NY 12602
SPCC Plan

This to certify that I have examined the subject facility with respect to preparation of the enclosed plan and being familiar with the provisions of 40CFR, Part 112, I attest that the SPCC Plan has been prepared in accordance with good engineering practices.

Sadi Dinlenc, P.E.
Reg#49097, N.Y. State



SD:emt
encl.

ATTACHMENT A
Questions 21 & 23

INTERNATIONAL BUSINESS MACHINES CORPORATION

POUGHKEEPSIE, NEW YORK

SPILL PREVENTION CONTROL AND COUNTERMEASURE PLAN

(S.P.C.C.)

REVISED, DECEMBER 31, 1985

S.P.C.C. PLAN

This plan has been prepared to meet the requirements of Part 112, Oil Pollution Prevention, in Title 40 of the Code of Federal Regulations. The information presented below follows the format of section 112.7, "Guidelines for the preparation and implementation of a Spill Prevention Control and Countermeasure Plan."

A. Spill History, Including Corrective Actions

This Facility experienced no spill events during the 12 months prior to Part 112's effective date of January 10, 1974.

Seventeen spills (15 were considered unavoidable incidents) since December 1984, the date of the last annual update of this S.P.C.C. Plan:

1. On February 15, 1985 at approximately 2:30 p.m., a 20 gallon spill of hydraulic oil occurred in the parking lot adjacent to Building 928 and Building 995. The spill was caused by the breakage of a hydraulic line on a sanitation truck; approximately 20 gallons were released. IBM responded immediately with absorbent ("Speedi-dri") to remove the oil released to the parking lot surface and absorbent pads which were used to absorb a small amount of oil which entered a storm sewer. This spill and similar spills are considered to be an unavoidable incident due to mechanical failure. No oil was released to any surface or groundwater.
2. On February 27, 1985 at approximately 8:25 a.m., a spill of jet fuel (kerosene) occurred at Building 953 at the Dutchess County Airport. The spill of approximately 5 gallons occurred due to a jet fuel fill line rupturing

during the fill operation. IBM responded immediately. The spill was contained on the asphalt and soaked up with Speedi-dri. The contaminated Speedi-dri was cleaned up and placed in 55 gallon drums for proper disposal. The spill was considered to be an unavoidable incident. No surface body or ground water was affected.

3. On February 28, 1985 at approximately 3:20 p.m., two ounces of PCB oil spilled from a leaking transformer bank on to the floor of the west lab in Building 052. The oil was cleaned up immediately by IBM with oil absorbent pads using gloves and properly disposed of in plastic bags. There was no environmental damage. This spill was considered unavoidable due to mechanical failure.
4. On March 4, 1985 at approximately 8:05 a.m. an oil spill occurred in the parking lot at Building 952. A hydraulic oil line on a sanitation truck broke releasing 20 gallons of hydraulic oil to the asphalt surface. IBM responded immediately with Speedi-dri to remove the oil. There was no oil released to any surface or groundwater. The spill was considered unavoidable.
5. On April 1, 1985 at approximately 2:30 p.m., a one pint spill of insulating oil from high voltage cables occurred on the south side of Building 052. The spill was caused by 3 - 55 gallon drums containing cut up high voltage cables that were apparently overturned during construction activity in the area. IBM responded immediately and the cleanup activity included removing all the contaminated soil (1 cubic foot) into plastic bags for offsite secure landfill disposal. No surface body or ground water was affected.

To avoid a similar spill, all contractors were instructed

to remove drums of waste from the construction site as soon as they are filled or finished with them.

6. On June 10, 1985 a ten gallon spill of hydraulic oil was detected east of the IBM Poughkeepsie property line, approximately 1000 feet north of Building 708. The spill was not observed but, was assumed to be caused by a broken hydraulic line from construction equipment located on an adjoining property. It appeared as though the oil had flowed into a tributary of Spring Brook. IBM responded with absorbent pads and the contaminated soil was collected. This spill was apparently due to mechanical failure and therefore unavoidable.
7. On July 31, 1985 at approximately 11:00 a.m. an oil spill occurred at Building 952 loading dock driveway. Two gallons of hydraulic oil was released to the black top after a valve for a lift arm on a sanitation truck leaked. IBM responded immediately with Speedi-dri and the oil was contained on the pavement. No oil was released to any surface or ground water. The spill was considered to be an unavoidable incident.
8. On August 3, 1985 at approximately 2:07 p.m., a 4-7 gallon spill of diesel fuel occurred in the parking lot west of Building 008. The fuel was released when a fuel tank plug was sheered off a compressor when a contractor was off-loading the compressor from a trailer. IBM responded immediately with Speedi-dri and cleaned-up the site. There was no fuel released to any surface or ground water. The plug was replaced and the contractor was instructed to inspect equipment to ensure that movement of the compressor is unobstructed.
9. On September 23, 1985 at approximately 3:30 p.m. in the alleyway west of Building 020, one gallon diesel fuel was released to the concrete. The spill was caused by a leaky air compressor owned by a contractor. IBM responded with Speedi-dri and properly cleaned up the fuel. The compressor was shut down and replaced. No surface or ground water was contaminated

with the diesel fuel. The contractor was instructed to ensure all seals are tight prior to operating equipment.

10. On November 4, 1985 at approximately 10:30 a.m., a spill occurred in the parking lot of Building 001. One pint of gasoline was released to the pavement from a welding apparatus on a contractor's truck. IBM responded immediately with Speedi-dri and cleaned up the gasoline. No gasoline was released to any surface or ground water. The spill was considered to be an unavoidable incident due to mechanical failure.
11. On November 14, 1985 at approximately 3:30 p.m., a 3 - 4 gallon spill of hydraulic oil mixed with rainwater occurred in the construction area of Building 710E. The oil leaked out of a crane with a malfunctioning valve. IBM responded immediately with Speedi-dri and removed the surrounding soil. No surface or ground water was contaminated by the spill. The spill was considered an unavoidable incident.
12. On November 15, 1985 at approximately 1:30 p.m., motor oil and diesel fuel spilled on the pavement in the loading dock of Building 008. Less than 2 quarts were released from a parked delivery truck. IBM responded immediately with Speedi-dri and cleaned up the spill. The spill was considered to be an unavoidable incident. No oil or fuel was released to any surface or ground water.
13. On November 20, 1985 at approximately 2:20 p.m., 5 - 10 gallons of hydraulic oil was spilled in the dock area at Building 004. The spill was caused by a broken hydraulic line on a sanitation truck. Speedi-dri was applied to the oil immediately by IBM and properly cleaned up. The spill was considered to be an unavoidable incident. No oil was released to any surface or ground water.

14. On November 21, 1985 at approximately 6:50 a.m., a spill occurred in the dock area of Building 004. A contractor's fuel tank leaked releasing 1 gallon of diesel fuel. IBM responded immediately with Speedi-dri and removed the fuel from the pavement. The spill was an unavoidable incident. There was no fuel released to any surface or groundwater.
15. On November 27, 1985 at approximately 3:00 p.m., 1 gallon of oil containing PCBs was found on the floor of the Ground-water Pump station behind Building 075. The spill was thought to be due to a leaking drum or a loose connection in the pump. IBM responded by applying Speedi-dri to the spill and properly cleaned the area. No oil was released to any surface or ground water. Because the spill was due to mechanical failure, it was considered an unavoidable incident.
16. On December 3, 1985 at approximately 1:30 p.m., a hydraulic line on a manlift broke releasing 1/2 gallon of hydraulic fluid to the pavement of the parking lot at Building 415. IBM responded immediately with Speedi-dri and cleaned the area. There was no oil released to any surface or ground water. The spill was unavoidable.
17. On December 4, 1985 at approximately 7:20 p.m., a 50 gallon spill of diesel fuel occurred on the IBM perimeter road. The spill was caused by a leak in a diesel fuel truck. IBM responded immediately with Speedi-dri to soak up the fuel on the pavement. The spill was due to mechanical failure and therefore unavoidable. No fuel was released to any surface or ground water.

All future spills will continue to be handled by quick response, containment and clean-up. All contaminated oil and oily materials generated from the above releases, were sent to an approved secure landfill (CECOS in Buffalo, NY) for proper treatment and disposal.

B. Description of Potential Discharges

Although quite unlikely due to the precautionary system testing performed on a regular basis, it is possible that a discharge of oil from the Facility could occur due to a leak or break of the transfer pipe between the bulk storage area (No. 6 fuel oil) and the Utility Plant Day Tanks. Should a leak or break occur, the oil would be contained within an open ditch which houses a number of utility pipes, and drain generally parallel to Spring Brook before discharging to the brook. The discharge would then enter the Hudson River via the brook.

It is difficult to estimate the rate at which such a discharge might occur, because the rate would be dependent upon the size of the pipeline opening. However, as a worst case, it can be estimated that a complete rupture of the 6-inch diameter pipe would produce a discharge of 300-400 gpm until the control valve at the storage tank was closed. The potential quantity of oil which could be released would depend upon the location of the pipe break and the promptness of the isolation valve closure. If the break occurred near the end of the pipe and therefore the entire oil volume contained within the pipe were to drain out following the valve closure, the associated volume would be approximately 1500 gallons. However, as described further in the "Oil Spill Contingency Plan", the oil release would be contained by booms placed in the Hudson River and subsequently collected.

C. Spill Containment Facilities

There are presently four main aboveground locations that fall within the provision of Part 112:

- (1) Main Plant Storage Area: Two 550,000 gallon tanks
(No. 6 fuel oil)
- (2) Utility Plant Day Tanks: Two 10,000 gallon tanks
(No. 6 fuel oil)
- (3) Boardman Road Storage Area: One 150,000 gallon tank
(No. 6 fuel oil)
- (4) Building 075: One 2,000 gallon tank (No. 2 fuel oil)

At the Main Plant and Boardman Road areas, the tanks are enclosed by earthen berms. These containments are lined with bentonite clay in order to assure retention of spills until the oil can be removed. The Day Tanks at the Utility Plant and the Building 075 storage tank are enclosed in concrete vaults. All containments are capable of containing at least the largest tank's capacity plus freeboard for precipitation.

In addition, there are presently 43 other tanks operated by the facility. They range in size from 75 to 20,000 gallons capacity. Any spill at these tanks would most likely occur during the fill operation. Absorbent material is on hand at each location and procedures regarding its use are detailed in the "Oil Spill Contingency Plan." A listing of these tanks follows:

| <u>Product</u> | <u>Building No.</u> | <u>Number of Tanks</u> | <u>Volume of Tank (gal.)</u> |
|----------------|---------------------|----------------------------|------------------------------|
| No. 1 fuel oil | 465 | 1 | 1,000 |
| No. 2 fuel oil | 070 | 2 | 275 |
| | 221 | 1 | 2,000 |
| | 222 | 1 | 1,300 |
| | 224 | 1 | 1,000 |
| | 906 | 1 | 10,000 |
| | 906 | 1 | 12,000 |
| | 910 | 1 | 1,000 |
| | 911 | 1 | 10,000 |
| | 914 | 1 | 10,000 |
| | 925 | 1 | 5,000 |
| | 930 | 1 | 4,000 |
| | 931 | 1 | 4,000 |
| | 932 | 1 | 550 |
| | 932 | 1 | 2,000 |
| | 932 | 1 | 5,000 |
| | 934 | 1 | 4,000 |
| | 953 | 1 | 10,000 |
| | 953 | 2 | 1,000 |
| | 954 | 1 | 1,000 |
| | 985 | 1 | 1,000 |
| | 985 | 1 | 3,000 |
| | 987 | 1 | 10,000 |
| No. 4 fuel oil | 991 | 1 | 5,000 |
| Diesel fuel | 002 | 1 | 550 |
| | 027 | 1 | 75 |
| | 028 | 1 | 550 |
| | 225 | 1 | 550 |
| | 415 | 1 | 1,000 |

| <u>Product</u> | <u>Building No.</u> | <u>Number of Tanks</u> | <u>Volume of Tank (gal.)</u> |
|----------------|---------------------|----------------------------|------------------------------|
| Diesel fuel | 701 | 1 | 550 |
| (cont'd.) | 707 | 1 | 2,000 |
| | 708 | 1 | 3,000 |
| | 918 | 1 | 550 |
| Waste Oil | 006 | 1 | 2,000 |
| | 028 | 1 | 3,500 |
| | 953 | 1 | 275 |
| Gasoline | 259 | 1 | 1,000 |
| | 953 | 1 | 1,000 |
| Jet fuel | 953 | 1 | 10,000 |
| | 953 | 1 | 20,000 |
| | 953 | 1 | 10,000 |

D. Uncontained Oil Facilities

The only portion of the system not bermed or otherwise contained is the above aboveground oil transfer pipe from the 550,000 gallon Bulk Tanks to the 10,000 gallon Utility Plant Day Tanks. These lines are hydrostatically tested annually and visually inspected monthly. Spills from this transfer line are discussed in the attached "Oil Spill Contingency Plan."

E. Conformance With Guidelines

1. Facility Drainage

(i) and (ii) There is no drainage from the bermed area at the Boardman Road Storage Area. The collected stormwater leaves through evapotranspiration and a slight amount of percolation through the clay liner.

There is no drainage from the Day Tanks' vault; the rain water is removed by being pumped through oil absorbent material. This water is then sent to the industrial waste system.

The drainage from the Main Plant Storage Area's berm is manual, via an oil interceptor, in accordance with the Facility's SPDES permit. One man remains on the scene whenever discharging.

The drainage from the Building 075 vault is via a manual valve to the ground surface, following a visual check of the collected stormwater for any oil contamination.

(iii), (iv), and (v) With the exception of the areas traversed by the oil transfer line, the Facility's

drainage systems are not exposed to oil spills. Spills from the transfer line are covered in the "Oil Spill Contingency Plan," attached.

2. Bulk Storage Tanks

- (i) The tanks were designed for storage of the oil.
- (ii) The aboveground storage tanks are all adequately bermed to provide for the contents of the largest tank plus freeboard for precipitation.
- (iii) The drainage of rainwater from a bermed area into an open water course can occur only at the Main Plant Storage Area. The valve to the drain is manually operated and normally closed. The discharge is through an oil interceptor and analyzed prior to discharge to ensure compliance with the Facility's SPDES permit. The valve is closed after drainage is complete. The records of each analysis are maintained by the Environmental Engineering Department.
- (iv) and (v) The buried storage tanks and partially buried storage tanks are pressure tested every six months. All tanks are coated.
- (vi) The aboveground storage tanks are inspected internally by an outside consultant to assure their integrity every five years. The outside of the tanks are inspected on a monthly basis. Inspection records are maintained.
- (vii) The steam return line or exhaust lines from the internal heating coils discharge within the bermed areas; therefore any oil leakage into these lines would be contained.
- (viii) The three major aboveground storage tanks are equipped with gages which indicate the height of oil in the tank. The tanks are constantly attended by an IBM operator and the oil truck driver during the fill operation and, as such, the gage acts as the high level

indicator. In addition, the tanks are filled on request only and the delivered quantity is predetermined. There is no need for high level alarms. At this time, the tanks are only filled by tanker trucks with a maximum capacity of 6500 gallons.

(ix) The industrial waste discharges from the facility are monitored daily and the major stormwater discharge points are checked weekly.

(x) All visible oil leaks which would result in a sufficiently large accumulation of oil are corrected promptly.

(xi) Mobile or portable oil storage tanks are used at this facility generally in conjunction with construction activities. These tanks are bermed or otherwise contained to preclude discharge of materials into navigable waters.

3. Facility Transfer Operations

(i) The oil transfer piping runs aboveground. The complete piping system is hydrostatically tested annually.

The underground piping to and from the buried tanks is pressure tested every six months as a part of the tank testing program. All piping is bituminous coated.

(ii) The oil fill line is blank flanged when not in use and protected by two check valves. The connection point is marked "Oil Fill Line".

(iii) The aboveground oil lines are insulated and run on pipe saddles with roller supports.

(iv) The aboveground piping is inspected monthly by the operating personnel to assure the line is in good condition, usually during oil delivery. As stated, the piping is also pressure tested annually.

(v) The aboveground piping is located so as not to be endangered by vehicular traffic.

4. Tank Truck Unloading

- (i) The tank trucks are not company owned and are used only with certification that they meet regulations established by the U.S. Department of Transportation.
- (ii) The truck transfer stations have been designed to drain into berms with sufficient capacity to contain any single compartment of a tank truck.
- (iii) Warning signs are installed at major storage sites to prevent vehicular departure before disconnection of transfer lines is complete.
- (iv) The transfer operations are under the supervision of an IBM employee who inspects the truck for leaks prior to and after filling. Further, the IBM employee is authorized to take any action he deems necessary to prevent over-the-road leakage.

ITEMS 5, 6, 7 NOT APPLICABLE TO THIS FACILITY

8. Inspections and Records

A record of all required inspections and reports is provided by use of a computerized preventative maintenance program which is maintained by site personnel. These records are maintained at IBM for seven years.

The required records are as follows:

- a. Report on hydrostatically testing oil line
- b. Report on five-year tank integrity testing
- c. Monthly inspection reports on tanks
- d. Monthly inspection reports on oil line
- e. Report as a result of uncovering buried portion of oil line

f. Report of any spill incidents

9. Security (at Main Plant and Boardman Road Storage Areas)

- (i) The aboveground oil storage tanks are fully fenced and the entrance gates are locked when the facility is unattended.
- (ii) The drain valves on the tanks are locked in a closed position when not in service.
- (iii) The starter controls on all oil pumps are located in areas accessible to authorized personnel only.
- (iv) The oil fill lines are all blank flanged when not in use.
- (v) The lighting at the storage tanks, considering their location, is adequate.
- (vi) IBM Security personnel routinely survey the three major oil storage tanks each shift.

10. Personnel Training

The Manager of Utility Plant is accountable for oil spill prevention and containment. The S.P.C.C. Plan has been explained to operating personnel. Briefings are held as changes in the personnel, the plan, the equipment, or regulations warrant. However, a minimum of one such briefing occurs each year.

OIL SPILL CONTINGENCY PLAN

The person responsible for oil spill prevention and containment is the Manager of the Utility Plant. He is accountable for implementing the procedures described in the facility's "Oil Transfer Operation Manual" and "Spill Prevention Control and Countermeasure Plan."

A. Containment Materials and Equipment

The Facility has sufficient material to contain an oil spill resulting from a break in a pipe line. The containment material is listed below:

1. A containment boom is stored at the dock. It is of sufficient length to enclose the outfall of Spring Brook into the Hudson River.
2. An aluminum rowboat is located near the traveling screen house; its oars are stored in the screen house.
3. Various types of oil absorbent materials are stored at the Utility Plant.
4. A skimmer pump is stored at the dock.
5. The Facility's Emergency Control Department will make 55-gallon drums available for the initial pickup of spilled oil.

In the event a storage tank fails, the oil would be contained within its berm.

B. Pipe Line Leak

The aboveground oil line runs in areas where a break could cause a spill incident. The line runs from the No. 6 fuel oil storage tanks to the day storage tanks. This line could discharge into Spring Brook, a Class "D" stream running through the property, which discharges into the Hudson River. In the event of an oil leak, the following procedure is followed:

1. The member of the Operating Personnel who first sees or is first notified of an oil line leak will immediately have the discharge valves from the storage tanks closed.
2. The person will notify the Utility Plant where the oil containment, pickup, and absorbent materials are stored.
3.
 - a) The containment boom will be installed across the outfall of Spring Brook. This will prevent oil from flowing into the Hudson River, or along the river shore.
 - b) The personnel at the Utility Plant will deliver material and equipment to contain the oil at the break.
4. The persons responsible for oil spill containment will now be contacted by personnel at the Utility Plant. These men will assess the situation and call in whatever manpower is needed to contain the spill. These men will immediately contact Environmental Control who will be responsible to contact the Coast Guard National Response Center, the New York State Department of Environmental Conservation, The Dutchess County Fire Coordinator, and if necessary, an approved contract vendor. See attached list of telephone numbers to be used in a spill emergency.

C. Outlying Owned and Leased Properties' Buried Tank Location

Fuel oil is purchased, by contract, from local vendors and delivered by the vendor's truck to these locations. The deliveries are during normal working hours when IBM personnel are on site. A spill at these locations is most likely to occur during the filling operation.

Each fill location has, immediately adjacent to it, a secure storage locker containing at least seven 50-pound bags of absorbent material. This absorbent material is used for emergency spill containment. Special rubber matting is available, where necessary, to cover all catchbasins, dry wells, sewers, etc., prior to the filling operation. This matting is to prevent accidental spillage from entering the surface and/or ground water. The IBM personnel in attendance during the filling operation assure all matting required is in place prior to making the hose connection.

In the event of a spill at these locations, the member of the Operations Personnel who first sees or is first notified of an oil spill is instructed to:

1. Use the available absorbent material to contain the spill.
2. Notify the Facility's Emergency Control Department by calling the emergency IBM telephone number (X3-3333).
3. Notify the responsible maintenance manager of the maintenance zone affected.
4. Notify Environmental Control.

Upon receiving notification, the Emergency Control Department would dispatch an emergency vehicle which contains additional containment and absorbent material and pickup equipment with qualified personnel to handle the spill.

The responsible maintenance manager of the affected maintenance zone will contact the person responsible for oil spill containment. Environmental Control will contact the necessary agencies. In the event the spill is larger than can be handled by local personnel, Environmental Control will call upon the services of an approved contract vendor.

The cleanup of the oil would be performed by contract labor, and the resulting materials would be removed from the site by a contract vendor.

FACILITY NUMBER: 1180
NAME: IBM Corporation
LOCATION: South Road, Poughkeepsie, New York 12602

In emergency call:

Fire Department Arlington Fire Telephone: (914) 471-1313

Police Department Town of Poughkeepsie Telephone: (914) 485-3666

Ambulance Arlington Telephone: (914) 471-1313

All Pollution Incidents call:

National Response Center (U.S. Coast Guard) Telephone: (800) 424-8802

State Agency NEW YORK STATE
Department of Transportation Telephone: (518) 457-7362 (24 Hour)

Local Agency Department of Env. Conservation (914) 761-6660
Department of Transportation Telephone: (914) 431-5764

D.O.T. (Hazardous Incident Reports) Telephone: (202) 426-1830

Bureau of Motor Carrier Safety Telephone: (518) 472-7509 (518) 472-7868

Company Doctor Name: Dr. Dr. Steven Redmond

Telephone: (914) 433-1971

Address: South Road, Poughkeepsie,
New York 12602

Notify In All Emergencies:

Terminal Superintendent/Plant Manager Telephone: (914) 433-3500

Terminal Ass't. Supt./Plant Foreman Telephone: (914) 432-3502

If not available call:

Manager of Plant Operations Telephone: (914) 433-7774

Manager of Field Operations Telephone: (914) 432-3537

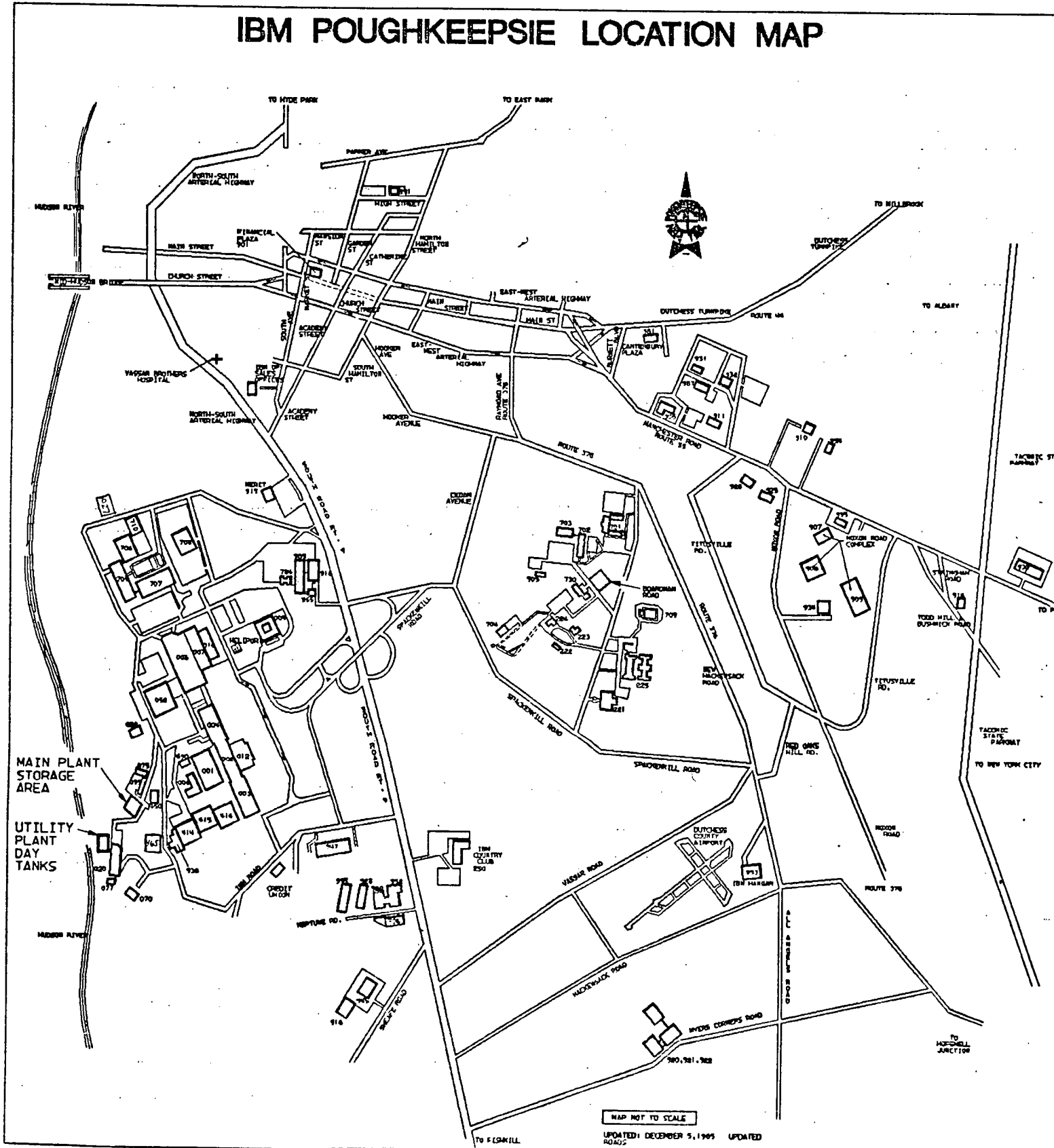
Region Operations Manager Telephone: Not Applicable

ATTACHMENT B

Question 22

The 1,000,000 gallon tank located at the main storage area is no longer being used for storing No. 1 fuel oil for emergency generators. In March 1985, the last fuel was used from this tank. The tank was properly rinsed and the rinse water was tested to ensure all the fuel was removed. It is now being used for storing water for the facility's chilled water system. The potential for release of No. 1 fuel to a bermed area is eliminated since this product is no longer stored in the 1,000,000 gallon tank.

IBM POUGHKEEPSIE LOCATION MAP



ATTACHMENT D

Question 28

IBM, Poughkeepsie, does not contract for discharge clean-up service. The facility has established an Oil Spill Contingency Plan within the SPCC Plan (Attachment A) which provides a description of the procedures and equipment on site necessary for proper containment and cleanup of an oil release. If a spill's size requires outside assistance, a contract vendor will be available within several hours. The oil and oil contaminated materials are sent to the approved facility CECOS in the Buffalo area.

Question 30

Major On Shore Oil Storage Facility Inspection Report

NYS DEC Region : 03
 Certification number : 03-1180
 NYS DOT Region : 08
 License number : 0056
 Facility Name : IBM Poughkeepsie
 Address : South Road, Bldg. 928, Poughkeepsie, NY 12602
 Phone number : (914) 432-3502
 Designated person for Spill Prevention and Cleanup : M.P. Mezzio
 : (914) 432-3537 (Rick Spahn)
 Location CTV : Poughkeepsie County : Dutchess
 Gazeteer number :
 Drainage Basin and sub-basin : Lower Hudson River Nearest Waterway: Hudson River
 Total storage capacity: 2,483,200 gallons
 Ave. daily through-put: 15,133 gals/day
 SPDES # :
 Air permit # :

| | <u>initial</u> | <u>DATES</u> <u>follow-up</u> | <u>revision/update</u> |
|-----------------|--------------------|----------------------------------|------------------------|
| SPCC review | _____ | _____ | _____ |
| Facility | _____ | _____ | _____ |
| Inspection (TU) | 9/24/85 (10:00 AM) | _____ | _____ |

RECOMMENDATIONS

- ☒ License and Certification be renewed.
☐ License and Certification be renewed with conditions below.
☐ License and Certification be DENIED until conditions below are met.

CONDITIONSCOMPLIANCE DATE

Comments: Dock abandoned, dock line removed at river side of railroad tracks,
 Coast Guard to be notified, tank farm in good condition, no visible product
 on dike floor or standing water, extensive above ground piping system in good
 condition and monitored regularly, emergency generator facility not used,
 power plant day tank(s) gravity fed and diked with storm water control.

| | | |
|-------------------------|----------------------|--------------|
| NYS DOT inspector | M. Wetzel | Date |
| NYS DEC inspector | R. Keller | Date 9/24/85 |
| OTHER inspector | | Date |
| FACILITY representative | R. Tassan | |
| | Fishkill Engr. Reps. | Date 9/24/85 |